

Railtalk

Magazine

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Semaphores at Dorrington

Welcome to Issue 55 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

This month will be a change from the norm, I won't mention how fast this year is going already, and also I won't mention that the weather is better than ever. We managed to get a + 20 on the Celsius scale this month. Oops now I've mentioned them both while trying not to. I must comment on the excellent "The Holy Oakes" railtour operated by Spitfire Railtours on Saturday March 26th, even though we only travelled between Manchester and Holyhead and return, the tour was well organised by Jo and her team, and we had ample time in Holyhead, it even sunshined! Oh heck I've mentioned the weather again!

Most preserved railways have kicked into gear properly this month with some excellent Spring Galas, and it already looks set to be a bumper year for rail festivities, all credit to the many preserved lines for arranging events when times are tough, ingenuity seems to be the key here, and we sincerely hope that they will all prosper in 2011. Please remember to go along and support your local preserved line.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, CJ Sutcliffe, James Paice, Chris Morrison, Yorkie, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Cameron Burgess, Mark Walker, Matt Price, John Edkins and the guys at RailUK.

Welcome

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Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Front Cover: On March 19th Class 66 542 passes through Dorrington on a southbound Freightliner with 66 564 assisting on the rear. *Phil Martin*
This Page: Class 60 099 passes Mobberley with the 6F05 Tunstead - Oakleigh on March 19th. *Carl Grocott*

Charter Scene



Railway Touring Company - The Bath and Bristol
Southern Railway Light Pacific No. 34067 "Tangmere" returns to original stumping ground as she heads over the Ford River Bridge, heading west with the 1285 "The Bath and Bristol" on March 19th. [Matt Smith](#)



Railway Touring Company - The Bath and Bristol

Above: On March 19th, Battle of Britain No. 34067 "Tangmere" ran from Three Bridges to Bristol Temple Meads and back via Botley and Chandlers Ford. On the outward journey, Tangmere suffered some air pump problems in the Chichester area and was photographed here passing through Lockerley (between Mottisfont and Dean) some 30 minutes late. [David Mead](#)

Vintage Trains - The Settle and Carlisle

Below: On March 26th, LMS Princess Class 4-6-2 No 46201 "Princess Elizabeth" operated from Crewe - Shap - Carlisle - Settle - Crewe, seen here on the return journey via the S&C. [Colin Irwin](#)



Hastings Diesels - The Norfolk Navigator
 Hastings Thumper 1001 heads East through Kew East Junction with the
 1Z30 Hastings - Dereham "The Norfolk Navigator" railtour
 on March 26th. [Matt Smith](#)





Railway Touring Company - The Lincoln Imp

Above: Standard Class 7 No. 70013 "Oliver Cromwell" is seen here at Glendon with "The Lincoln Imp" railtour on March 12th. [Steve Madden](#)

Below: As is so often the case, if only the sun was the other way round, as Class 37 706 is perfectly lit on the rear of the tour. [Steve Madden](#)



Above: Standard Class 7 No. 70013 "Oliver Cromwell" is seen being coaled and watered at Terrace Sidings, Lincoln ready for the return working. [Steve Thompson](#)

Below: "Oliver Cromwell" heads back into Lincoln for the return working to London Victoria. [Steve Thompson](#)



Rail Blue Charters - The Whitby Jet
Class 31 454 leads Class 31 601 with the 1281 Whitby - Leicester
return charter, seen at York on March 25th. [Andy](#)





Spitfire Railtours - The Royal Scots Grey
Spruced up D9000/55 022 passes Headstone Lane on March 4th with
1225 Preston - London Euston positioning move. [Wayne Radford](#)



Spitfire Railtours - The Royal Scots Grey
Left: D9000/55 022 passes Headstone Lane on March 6th with 1228 London Euston - Preston. [Wayne Radford](#)
Above: Class 55 022 "Royal Scots Grey" is seen at speed passing Hademore, Staffordshire with a Euston - Preston positioning special on March 6th. [John Edkins](#)
Below: Speeding along the WCML with 1225, Preston - London Euston on March 4th. [Dave Harris](#)



On March 8th, at Warkworth near Banbury, Class 37 682 and 37 409
"Lord Hinton" are seen working 5Z47 from Crewe to Eastleigh. [Steve Madden](#)



West Coast Railways Private Charter

Class 57 601 is seen with 1Z66, 07.35 Carnforth to Haverfordwest
with Class 47 760 on the rear as it passes through Hadnall on March 19th. *Carl Grocott*
Inset: The tour is seen passing Sutton Bridge, Shrewsbury. *Phil Martin*



West Coast Railways Private Charter
Class 57 601 is seen with 1Z66, 07.35 Carnforth to Haverfordwest
at Pwll, Llanelli on March 19th. [Lewis Mitchell](#)





Spitfire Railtours - The Holy Oakes

Above: Class 37 685 and 37 676 are seen ready for departure at Bristol Temple Meads on the morning of March 26th, just as the sun rises. [Lewis Mitchell](#)

Below: The pair of Class 37s are seen arriving into Manchester Piccadilly, prior to Class 57 601 taking the tour forward to Holyhead. [Richard Hargreaves](#)



Above: The familiar Stena Line building and the Witchurch clock mean that it must be Holyhead. [Richard Hargreaves](#)

Below: Busy time at Holyhead with two tours in at once. Class 37 685 and 37 676 stand alongside Class 67 017 and 67 006 on March 26th. [Andy](#)



UK Railtours - The Welsh Highland Railway
Class 67 006 and 67 017 stand at Holyhead on March 26th with the ECS off the Welsh Highland Railway railtour, which had ventured to Holyhead for servicing. *Andy*



Rail Tourer - The Solent Seafarer
Class 47 851 and 47 786 are seen working the 1Z11 Scunthorpe - Portsmouth Harbour west through Kew East Junction with "The Solent Seafarer" on March 26th. *Matt Price*





Compass Tours - The Trent Lakeland

Above: Class 47 826 is seen heading north through Atherstone just after sunrise on March 23rd with the 1Z57 Rugby - Carlisle. [Phil Martin](#)

Britannia - Test Run

Below: BR Standard Steam Class 7 No. 70000 "Britannia" is seen at Chester on the evening of March 14th during a test run from Crewe to Chester and return. [Brian Battersby](#)



UK Railtours - The Salopian

Above: British Railways Standard Class 8P No. 71000 "Duke of Gloucester" speeds the late running 1Z71 Salopian through Long Buckby station on March 5th. [Derek Elston](#)

Below: Amidst the gloom and mist, this is the tour passing Hademore. [John Edkins](#)





UK Railtours - The Salopian

Above: Even more gloom as "Britannia" reaches Preston near Shrewsbury on March 5th. [Phil Martin](#)

Pathfinder Tours - The Broadman

Below: Seen at Stafford on March 5th are Class 20 309 and 20 308 with the return 1Z84 Norwich - Crewe charter. [Carl Grocott](#)



Vintage Trains - The St. Valentines Express
Great Western Hall Class No. 4965 "Rood Ashton Hall" gathers pace as it storms south through Clay Mills, Burton, on 1Z44 "The St. Valentine Express" from Leicester to Tyseley. [Richard Holmes](#)



RETRO RAILTOURS LTD

Southend Daytripper - www.retrorailtours.co.uk

*The tour will run on **Saturday 28th May 2011** picking up at:
Leeds - Dewsbury - Huddersfield - Stalybridge - Reddish South - Stockport*

We have requested a pair of BAR Class 31s to haul the train.

*To book, you can visit our website www.retrorailtours.co.uk
Alternatively postal booking can be sent to: 2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.
Enquiries Tel: 0161 330 9055*



**Deduct £5 from price below
if booked before 1st May**

Standard Class - £59

First Class - £94

Premier Dining - £165

On March 2nd, a Virgin Trains Pendolino cruises alongside the M6 motorway towards Tebay heading for London Euston.

Charlie Robbins

Pictures





Above: Northern Rail Class 153 328 is seen on the blocks at Ormskirk after arriving with the 2F08 from Preston on March 23rd. The board marks the end of Northern Rail's services and the start of the third rail electric services on the Merseyrail network. *Dave Harris*

Below: On March 19th, Class 150 255 replaces the usual Class 175 unit through Dorrington with a Milford Haven bound service. *Phil Martin*



Above: The Immingham - Santon iron ore sets have again been venturing to Redcar, initially loading with coke and then, as in this photo, iron ore pellets, here Class 66 090 is seen working 6D01 Redcar - Santon through Scunthorpe, on March 7th. *Steve Thompson*

Below: Class 08 480 "TOTON No1" is seen in the late evening sunshine stabled in Eastleigh yard on March 13th. *Derek Hopkins*



A Freightliner Class 66 crosses the Ribblehead Viaduct in near perfect weather hauling the Killoch - Fiddlers Ferry loaded coal train on March 3rd. [Charlie Robbins](#)



TATA Steel liveried Class 60 099 passes through Plumley on March 18th with 6H03 Oakleigh - Tunstead stone empties. [Carl Grocott](#)



First Great Western Class 150 263 is seen working the St. Ives to St. Erth branch in sunny Cornwall between Carbis Bay and Lelant on March 16th.

Steve Andrews

Freightliner's Class 66 623 is seen working the 6A59
Burngullow to Hackney Yard through St. Austell
on March 2nd. [Steve Andrews](#)



Freightliner's Class 70 008 thunders through a peaceful Ingatestone station with a Felixtowe - Lawley St. working on March 7th. *Charlie Robbins*





Above: Sandhills impressive station on the Merseyrail network sets the scene for Class 507 012 departing with a service for West Kirby, March 23rd. *Dave Harris*
 Below: Class 92 003 heads through Atherstone on March 23rd with the northbound China Clay. *Phil Martin*



Above: On March 11th, DB-liveried Class 66 152, was employed on the Immingham - Scunthorpe coal circuit. The grubby looking machine is seen arriving at Scunthorpe Goods Yard Reception with 6C77 from Immingham Bulk Terminal, in order to run-round in readiness to access the Coal Handling Plant. *Steve Thompson*
 Below: Through the mist, Class 70 011 is pictured hauling 4M45 Felixstowe - Ditton past Hademore on March 5th. *John Edkins*



DRS Class 37 688 passes Milford, Staffordshire with one French nuclear flask wagon forming the 6Z66 Dollands Moor - Basford Hall on March 19th. A second wagon had to be left in Kent because it had a defective sun shield. If the train was to run with that wagon it would have had to be run as 'out-of-gauge'; however that would have taken time to resolve therefore it was decided the train would run with just the one wagon. [Gary S. Smith](#)





Above: On March 26th, Northern's Class 142 033 is seen at Manchester Piccadilly having arrived with a stopping service from Sheffield. [Richard Hargreaves](#)
 Below: Arriva Class 150 255 arrives into Crewe with a Chester local service on March 28th. [Richard Hargreaves](#)



Above: Southern "Turbostar" Class 171 806 departs East Croydon on March 12th. [Brian Battersby](#)
 Below: Well at least the number has been cleaned! Class 313 202 waits departure time in the shadows at Brighton on March 12th. [Class47](#)





Above: A busy scene at Bank Hall on the Merseyrail network as Class 507 operated services for Southport and Liverpool pass on March 23rd. [Dave Harris](#)
 Below: On March 15th, whilst on hire to DB Schenker, DRS Class 66 420 and 66 425 top'n'tail 6W53 the 0600 Newquay to Westbury engineers train through Norton Fitzwarren. [Jonathan Gill](#)

Above: On March 11th, the Preston Tanks were worked by Class 66 041 and 6E32 is seen descending Appleby Bank, returning the still-clean ICAs, introduced a couple of months ago, to Lindsey Oil Refinery. [Steve Thompson](#)
 Below: During the first week of March, due to a shortage of HST power cars, CrossCountry hired 43300 from East Coast, seen here at Taunton on March 2nd on the rear of 1E63, the 1523 Plymouth to Leeds service. [Jonathan Gill](#)





On March 7th, Class 31 106 was in North Lincolnshire working 2Q88 Derby - Barnetby - Roxby - Doncaster with DB999508 and DBSO 9701. Making it's second appearance of the day, the Class 31 is seen propelling it's stock through Scunthorpe Station en route to North Lincoln and Roxby. [Steve Thompson](#)



Above: Class 66 843 passes Upton on February 16th with the final Class 508 movement to the TRIFT at Donnington. [Phil Martin](#)
Left: Network Rail Class 97 303 is seen at Newtown on March 1st with 6W48 Newtown - Bescot ballast working. This train is believed to be the Class 97s first ballast working along the line. [Carl Grocott](#)
Below: Class 221 144 really is not sure just what to do with itself at Central Rivers. Surely this unit could be utilised on Crewe - Chester services or something similar. [David Hollowood](#)



Class 47 739 "Robin of Templecombe" works 6Z56 Washwood Heath - Boston Docks empty steel train through Great Hale Drove on March 14th. [Steve Madden](#)





Above: Class 60 071 "Ribblehead Viaduct" passes through Warrington with a loaded coal train. [Richard Hargreaves](#)
 Below: On March 7th, Ex DRS now with GBRf Class 66 404 passes Barnetby in a lovely patch of sun working 6C42 Immingham - Eggborough loaded Coal Train. [Daniel Stanbridge](#)



Above: On March 9th, Class 150 130 which is still in Silverlink livery departs Plymouth on time at 09.20 with a service for Penzance. [Derek Elston](#)
 Below: On March 8th, a serious failure of Keadby Canal Drawbridge closed the line between Thorne Jct. and Scunthorpe for some three hours, resulting in various delays, cancellations and diversions. One such was 6E06 Bredbury - Roxby bin train, which was diverted via the Brigg line and is seen here approaching Appleby (Lincs). [Steve Thompson](#)





Above: Nice to see that the Fastline Class 66's are returning to service from store at Crewe Gresty Bridge and are now working for DRS. This is Class 66 434 passing through Crewe on March 28th. [Richard Hargreaves](#)
 Below: Class 92 017 "Bart" makes a rare appearance at Sevington, Ashford (Kent) working 4E32 Dollands Moor - Scunthorpe steel empties running 30 early at this point, March 15th. [Daniel Stanbridge](#)



Above: Northern Rail Class 153 378 is seen at Manchester Victoria, prior to coupling up to a Class 155 to form the 0848 service to Selby on March 8th. [Dave Harris](#)
 Below: Southern "Coastway" liveried Class 313 211 arrives into Brighton on March 12th. [Brian Battersby](#)





Above: On March 9th, the train crew are seen walking down the platform at Bere Alston as the service from Gunnislake reverses before continuing to Plymouth. [Derek Elston](#)

Right: On March 7th, brand new Stansted Express "Electrostar"

Class 379 007 stands at Crewe whilst on a mileage accumulation run. [Richard Hargreaves](#)

Bottom Left: Class 379 009 leads 379 008 at Chapel Brampton with the

5270 Northampton to Crewe mileage accumulation run on March 15th. [Derek Elston](#)

Bottom Right: GBRf Class 66 728 displays it's latest livery outside the depot at

Peterborough on March 8th. [Dave Harris](#)



Northern Rail Class 153 378 takes up the rear of 2E13
Manchester Victoria to Selby service, seen departing Halifax
on March 7th 2011. *Dave Harris*



GBRf Class 66 709 "Joseph Arnold Davies" leads the 5X89 Slade Green -
Doncaster Wabtec, through Wandsworth Town with 466 039 and
466 022 in the consist, a first for this working. [Matt Price](#)





Above: East Midlands HST Power Car No 43046 stands at the London end of what will be the 19.27 departure from Sheffield to London St. Pancras on March 19th. [Derek Elston](#)
 Right: On March 19th, DB Schenker liveried Class 60 011 passes Carter House Jct. with the 6F78 Fiddlers Ferry Power Station - Liverpool Bulk Terminal. [Carl Grocott](#)
 Bottom Left: On March 12th, DB Schenker liveried Class 60 011 arrives into Warrington with an empty coal train from Fiddlers Ferry Power Station. [Paul Godding](#)
 Bottom Right: Class 66 729 "Derby County" in new Europorte livery is seen working 6M09 Ferme Park - Wellingborough Up Sidings through Kangaroo Spinney on March 7th. [Steve Madden](#)





Above: Europorte 2 Class 92 028 creeps through the platforms at Ashford International working 0Z92 Dollands Moor - Willesden - Dollands Moor driver training run. *Daniel Stanbridge*
 Left: On March 8th, East Coast Class 91 112 prepares to depart London's King's Cross, whilst DBS Class 67 019 appears to have been "tagged" whilst on Thunderbird duty! *Dave Harris*
 Bottom Left: The driver of the Cardiff - Holyhead WAG train headed by Arriva Class 57 315 looks for the guards signal at Chester on March 14th. *Brian Battersby*
 Bottom Right: Class 170 636 stops at Melton Mowbray station with the 13.33 to Stansted Airport, on March 22nd. *Derek Elston*





Top Left: Class 67 013 is seen working a Chiltern Railway crew training service running as 5Z54 Birmingham Moor St. - Bicester through Twyford Mill, Kings Sutton on March 8th.

Steve Madden

Top Right: On March 18th, and with the sun shining, 2Q88 Derby RTC - Killingholme provided first the opportunity to see a pair of Class 37s masquerading as Class 97s in North Lincolnshire. Here Class 97 303 leads 97 302 with DB999508 sandwiched inbetween, and running spot on time, as they passes through the forlorn waste of Brigg Station.

Steve Thompson

Left: The 6U77 Mountsorrel - Basford Hall was booked to run via Bescot on March 19th, but instead ran via the Trent Valley.

Freightliner's Class 70 006 makes a sudden appearance with the train at Milford, Staffordshire.

Gary S. Smith

Freightliner's Class 90 048 leads the 4L41 Ditton to Felixtowe through Northampton, on March 8th. [Derek Elston](#)



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Above: On March 7th Class 70 004 heads for Fiddlers Ferry Power Station from Warrington Arpley with a loaded coal train. [Richard Hargreaves](#)
 Below: On March 1st Class 70 009 approaches Latchford Junction, Warrington with 6F02 Ellesmere Port to Fiddlers Ferry. [David Hollowood](#)



Above: Freightliner's Class 70 007 heads for Felixtowe with the 4L92 14.03 Ditton - Felixstowe on March 28th. [Richard Hargreaves](#)
 Below: On February 25th, Class 70 004 "The Coal Industry Society" is seen approaching Carlisle on 4S08 York Holgate to Killoch empty HHA/HXA HeavyHaul hoppers. [Richard Holmes](#)





Above: On March 14th West Coast's Class 37 676 and 37 685 escorted Network Rail Class 86 902 from Crewe to Derby, seen here in platform 8 at Crewe just before departure. [Richard Hargreaves](#)
 Below: Class 66 125 works 4O21 Hams Hall - Southampton through Warkworth on a sunny March 8th. [Steve Madden](#)



Above: : Class 47 739 "Robin Of Templecombe" shows some Brush power at Sleaford working 6Z57 13:15 Boston Docks - Washwood Heath Steel Train on March 9th. [Daniel Stanbridge](#)
 Below: Class 60 084 is seen working 6H26 Llanwern - Margam through Kenfig Dunes near Margam on March 20th. [Lewis Mitchell](#)



On a dull grey March 28th, Class 60 011 powers 6B04 Llanwern - Margam up Stormy Bank at Llangewydd. [Lewis Mitchell](#)



Above: On March 19th, DRS Class 37 688 passes through Sevington, Ashford (Kent) with one French Flask in tow, working 6Z66 Dollands Moor - Crewe CS. This working was due to contain two French flasks but the second was deemed out of gauge due to solar panels on the roof of the flask. [Daniel Stanbridge](#)

Below: Reinstated on March 15th, Class 60 084 made it's way light engine from Toton to Immingham overnight before working 6D50 Lindsey Oil Refinery - Eggborough on the morning of the 16th. Working the return 6D42, it is seen at foggy Appleby. [Steve Thompson](#)





Above: Class 37 087 and 37 688 pause at Stafford on March 21st whilst working 6K51 Willesden - Crewe flask train. [Carl Grocott](#)
Below: On March 8th Class 60 049 powers hard through a sunny Barnetby working 6E46 Kingsbury - Lindsey Empty TEA Tanks. [Daniel Stanbridge](#)



On March 12th Class 442 407 arrives into Brighton with an express service from London Victoria. [Class47](#)

More than 40 locos line up outside Toton depot on February 12th.
But how many are actually operational? [Richard Hargreaves](#)



Direct Rail Services Class 37 087 heads through Shropshire on March 12th with a Network Rail test train working. [Jon Jebb](#)





Above: Compare this recent shot of Toton yard with the one in our archive section and you will see that the principle of stockpiling locos is not a new one. [Richard Hargreaves](#)

Below: On March 10th Class 59 102 "Village of Chantry" passes Beaulieu Road with the stone empties from Hamworthy to Westbury, where the wagons would be forwarded to Whatley Quarry near Frome. There remains a regular stone flow, but not necessarily daily, hence "Q" paths for the services. [David Mead](#)



Below: South West Trains Class 158 884 calls at Mottisfont-Dunbridge station on March 24th. This station is served hourly each way by the "Chandlers Ford" Figure 6 service. The outward service starts at Salisbury and goes via the Test Valley line to Southampton and then via Eastleigh to Romsey via Chandlers Ford. The return service starts at Romsey and travels the same route but in reverse. The service is probably unique in this country for its unusual Figure 6 route.

The original Mottisfont station was opened in 1865 and was on an adjoining line – Kimbridge Junction to Andover Junction closed in 1964 - now a private dwelling. The station seen here is in the hamlet of Dunbridge and was opened in 1847 when the direct line from Romsey to Salisbury was opened. The station was renamed in 2006 to Mottisfont and Dunbridge. The Three Rivers Rail Partnership was launched at that time, a group of local authorities, local people and the rail industry, who work to promote the Test, Avon and Itchen Valley train and local bus services. The station serves Mottisfont Abbey (NT) and on Summer Sundays, the station is served by a free tourist bus which serves the Test Valley between Romsey and Stockbridge. [David Mead](#)





Above: Class 08 No. D3871 is seen stabled at Boston Docks on March 12th. Currently it is not able to start because of a problem with the batteries. [Steve Madden](#)
Below: Class 03 No. D2112 shunts the recently arrived steel vans at Boston Docks on March 14th. [Steve Madden](#)



Above: On March 31st, Class 66 719 "Metroland" awaits a path at Tallington having collected its train of concrete sleepers. [Derek Elston](#)
Below: Grand Central's Class 180 107 "Hart of the North" speeds north at Tallington on March 31st. [Derek Elston](#)





A "Drivers Eye View" as this Scotrail service approaches its destination of Edinburgh Waverley on March 17th. [Darrel Hendrie](#)



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CAUTION
WET
FLOOR

Scot-Rail - life north of the border

On March 25th newly named Class 170 401 stands at Glasgow Queen Street. *Darrel Hendrie*

First 

Sir Moir Lockhead OBE

Fares Advice with RailUK

This month more questions and answers on the complex ticketing system of Britain's Railways.

Oyster - is there enough publicity?

Q: It's a genuine question. I had a fascinating 10 minute train change today (well 'our' kind of fascinating if you see what I mean). I was at a station around 40 mins out of Waterloo. There were 2 RPIs at the exit barrier. I was earwiggling and being generally nose-y (an RPI conversation I overheard some time ago gave me the idea for a meal to cook one night so they're quite useful).

In the 10 minutes I was waiting for my connection, 5 individual travellers were taken aside, they were not part of a group. All 5 were PF'd.

All 5 for only having an Oyster PAYG. All looked genuinely shocked that it was not valid beyond Surbiton. Given their cards now let them through the gateline at Waterloo, and are not like a printed ticket which tells you your destination, do you think that there is enough understanding as to what Oyster can / can't be used for now some NR accepts Oyster.

That was £100 collected for the toc in 10 mins all for Oyster PAYG. Were they all trying it on? I doubt it. Did they deserve a PF? well they won't do it again. But I wonder if the Oyster message is clear enough now National Rail is part of the Oyster product in London.

A: Ignorance is not a defence - people shouldn't make those kind of assumptions without verifying the validity first. But here was an opportunity to educate some

passengers. Remember the rules can seem bizarre to people who are unaware of the complexity of railway rules; there are stations outside of Z6 where Oyster is accepted and many TfL bus routes that go outside the zones. If you get used to using Oyster on a regular basis, then in general you just forget about the zones - you rely on the system to just work. Then when you make the occasional journey to places outside the zones - possibly even on the same train that you travel on regularly - it's easy to forget that you need to do something different.

So no, there isn't enough publicity. Better still would be for TOCs to accept Oyster PAYG at more stations outside Greater London. At least to the first 'big' station (e.g. Woking, Reading, Stevenage).

Bizzare Fares

Q: How Bizzare is this you can go from Wigan to Chester for £9.50 but you can go from Garswood (2 stops before Wigan for just £4.80 then if you are going to Wrexham Ctl you can pay £9.70 from Wigan but only £9.40 from Garswood but getting the Ticket from Garswood which is route Warrington for £4.80 then adding a separate ticket from Chester to Wrexham Ctl for £3.05 you save £1.25 or more if you take in to consideration the cost of the fare from Wigan. (All fares stated are with a Rail Card)

A: There are a million situations like yours around the country! It all depends on how popular a route is amongst other things basically!

If you do a Bristol - Birmingham trip and split your ticket at Cheltenham, you save a good third on the direct price!

More London Midland Bargains

Half Price Rail Sale. They have slashed off-peak tickets by 50% in the online Rail Sale!

Travel between Saturday 9 April and Monday 2 May 2011 and you can save 50% on thousands of Off-Peak Day Return and Off-Peak Return tickets when you buy your tickets online.

To get yourself a bargain, just follow these three simple steps:

1. Use London Midland services travel off-peak (Off-Peak Day Return and Off-Peak Return)
2. Buy your tickets on our website where the 50% discounted fare will automatically appear at the top of the page as well as in our cheapest fare finder tool (bottom left hand box), so you don't have to spend a long time searching for them!
3. If you are searching for trains between Birmingham and London, though, it's always worth clicking on 'show other routes' to ensure you are shown all the London Midland travel options

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routing' section.

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! see you there.

Going Underground



Above: Bakerloo line 1972 stock No. 3232 leads a set into Stonebridge Park on March 12th. [Brian Battersby](#)
Below: Jubilee line 1996 stock No. 96066 arrives into West Hampstead on March 12th. [Brian Battersby](#)



TRAVEL TRANSFORMATION IN NOTTINGHAM BEGINS

Rail passengers in Nottingham are set for new station facilities, a more reliable service, improved parking and better and more tram connections as work begins at Nottingham railway station.



Work has now started on the striking new 950-space car park with office and retail premises at ground level.

This is the first significant phase of the railway station redevelopment. Future works to the main station buildings will provide new and better facilities, including a new ticket office, waiting rooms, shops and cafes. A new concourse will also be built to give passengers better interchange with lines two and three of the tram extension proposals (NET Phase Two). Network Rail will also complete the full resignalling of the line which will help improve reliability of rail services.

Martin Frobisher, route director for Network Rail, said: "These are the first physical works for what is a significant and important investment for rail passengers in Nottingham. After many months of planning it is great to see work begin. We will be working closely with East Midlands Trains to make sure that passengers are kept informed and that any inconvenience is kept to a minimum."

Paul Hanley, station manager Nottingham for East Midlands Trains, said: "It's exciting to see the start of this significant phase of work which will deliver a much improved car parking facility for our passengers."

"We are extremely pleased to be working with Nottingham City Council, Network Rail and other partners in delivering the Nottingham Hub scheme which will offer better facilities for existing station users, and provide us with an opportunity to attract even more people onto public transport".

Councillor Jane Urquhart, Nottingham City Council's portfolio holder for transport and area working, added: "These are very exciting times for Nottingham as we can now see the first phase of the railway station redevelopment taking shape. In the next few years Nottingham will boast a state of the art transport interchange linking train with tram. This development will also boost the regeneration of this area of the city."

The new car park is being built on the western end of the existing surface station car parking area on Queen's Road. During construction, Sovereign House car park off Sheriff's Way is available for rail passengers.

Keith Shivers, regional director for VINCI Construction UK Limited, said; "We are delighted to have been awarded the contract for the construction of the new multi-storey car park at Nottingham Railway Station. The new facilities will provide a more secure, well lit parking experience for rail passengers and visitors alike. VINCI's involvement in this prestigious project is further evidence of our drive for growth in the Nottingham area."

Photo: An Impression of the new car park © Network Rail .

Major raft of improvements begins at Finsbury Park

The first phase of a major project to improve facilities and access at Finsbury Park station and ultimately provide extra capacity for more trains into central London has begun.

Over the next three years, multi-million pound investments from Network Rail, First Capital Connect and the Department for Transport will see platform canopies refurbished and extended, waiting shelters erected and a new footbridge and lifts constructed to make travelling easier and more pleasant for station users.

Platforms 3 and 5 are being extended to accommodate 12-carriage trains, improving capacity on the outer suburban routes.

And a vital scheme to boost capacity on the East Coast Main Line between Finsbury Park and Alexandra Palace will also see disused platforms brought back into use at both stations and conversion of a line currently used by freight trains to passenger status. In the short term this will ease congestion and improve service reliability. In the longer term, as more trains are made available through the Thameslink Programme, the upgrade will make space for more services across all routes, including direct trains through to London Bridge and beyond.

Connecting the new platform at Finsbury Park to the rest of the station will be a new, fully-accessible footbridge with lifts, providing step-free access between the ticket office and all platforms for the first time. Network Rail and First Capital Connect are consulting with local stakeholders on the details of the scheme, which is funded by the government's Access for All programme. It is anticipated that both the new platform and footbridge will be in use in 2013.

David Statham, First Capital Connect projects director, said: "This huge investment in such a wide range of improvements at Finsbury Park is great news for our customers who will soon enjoy new canopies, followed by increased capacity through 12-carriage platforms and better service reliability through the conversion of the goods line to passenger service."

"In the longer term, as the new Thameslink Programme trains are delivered, this work will mean we can add more services to reduce overcrowding in the rush hour, with many of these trains, from 2018, running direct across the capital to London Bridge and beyond."

Richard Lungmuss, Network Rail route director, said: "Finsbury Park is a vital transport hub and one of the busiest commuter stations in London. As the number of people choosing rail continues to grow, we're working with our partners in the rail industry to make sure the station is fit for purpose and can accommodate the forecast growth in passenger numbers."

"The railway through north London operates at capacity during the busiest parts of the day. The capacity enhancements we're making between Finsbury Park and Alexandra Palace will improve performance and reduce journey times, for passengers travelling into King's Cross and Moorgate."

Rejuvenating with sparkling trains

Chiltern Railways is spending £800k to improve trains used on the High Wycombe and Aylesbury commuter routes by giving them a major refresh.

Work carried out to improve your commute includes a deep steam clean of the entire train and the replacement of all seat base covers. In addition they will also be improving the toilets, replacing any scratched windows making internal paint and panel repairs, repainting the cab front ends and replacing all window stickers.

To complete the overhaul the company will apply an anti graffiti coating to all internal panels which should ensure that the trains are kept smarter for longer.

Kate Marjoribanks, Engineering Director of Chiltern Railways said: "Our commuters travel with us every day and we want to make their time with us as pleasant as possible and provide the best experience we can. These improvements will keep our trains looking smarter for longer and we hope that passengers will see the difference on board."

Currently, 22 trains have been through the refresh programme with all trains completed by the end of May.

Nameplates salute England and Newcastle United sporting legend

On March 29th, East Coast named a Class 91 high-speed locomotive 'Sir Bobby Robson' in memory of the former England and 'Toon' football legend. Sir Bobby's widow, Lady Elsie Robson and former England and Newcastle United captain, Alan Shearer OBE, patron of the Sir Bobby Robson Foundation charity, performed the train-naming along with Elaine Holt, Chairman of East Coast at Newcastle Central Station this morning.

The 'Sir Bobby Robson' Class 91 electric locomotive (number 91109) features specially-commissioned, cast-iron nameplates. Speaking at the event, Elaine Holt, Chairman of East Coast said: "We are honoured to name the first of our prestigious locomotives 'Sir Bobby Robson' in memory of such a legendary and much-respected sporting figure.

"Sir Bobby was a regular train traveller between the North East and London, during his management career and beyond, as he worked tirelessly to raise funds and awareness for his Sir Bobby Robson Foundation charity. He was loved by many of our staff, particularly those at Durham and Newcastle stations who remember him with great affection.

"As it speeds through the North East on the East Coast route, this specially-named train will help to keep the memory of Sir Bobby Robson in people's minds and we hope will raise further awareness of his enduring legacy and the Sir Bobby Robson Foundation for many years to come."

East Coast is pledging its support for the Sir Bobby Robson Foundation, the cancer charity set up by Sir Bobby in 2008.

Newcastle and England striker Alan Shearer, a patron of the Foundation, spoke of his pride as the gleaming locomotive, bearing the name of the man still revered as a legend on Tyneside shone in the morning sun at the city's Central Station.

Alan said: "It is an absolute honour and pleasure to officially name a high-speed East Coast train 'Sir Bobby Robson'. I'm sure that Sir Bobby would be very proud to see his name and legacy continued in this very fitting and special way.

"It is also fantastic news that East Coast have decided to support the Sir Bobby Robson Foundation as one of their chosen charities."

Alan added: "I am a regular traveller on East Coast trains and I'm looking forward to the day when the locomotive on front of the train I'm on is the 'Sir Bobby Robson' locomotive...I think he would find it very amusing pulling Alan Shearer all the way to London at 125 miles per hour!"

Thanks to fantastic ongoing support, the Sir Bobby Robson Foundation has now raised over £2.5 million to help find more effective treatments for cancer. In addition to equipping and partially staffing the Sir Bobby Robson Cancer Trials Research Centre at the Northern Centre for Cancer Care in Newcastle it has purchased an ultra-compact cyclotron which will help with the diagnosis and treatment of cancer. The cyclotron costs in excess of £500,000 and is only the second of its type in the world and the first in Europe. Lady Elsie said: "I think my husband would be surprised and thrilled to have this train named after him. "He travelled frequently by train so I feel this is very appropriate and my family and I appreciate the gesture. "We're also very grateful for the fund-raising efforts East Coast are undertaking in aid of the Sir Bobby Robson Foundation and we will ensure the money is put to the very best use fighting cancer."

East Coast provides high speed, long distance rail services linking the North East to Scotland, Yorkshire, the East Midlands and London. It also manages 12 stations along the route including Newcastle, Durham and Darlington.

The North East will benefit from an exciting new timetable from 22 May, including a prestige 'Flying Scotsman' non-stop express from Newcastle to London, completing the journey in just two hours and 37 minutes. From the same date, an additional three weekday and 11 weekend services will be introduced between Newcastle and London, whilst passengers will see the introduction of a new, improved on-board service, including complimentary meals and drinks served in First Class.

Photo: PRIDE OF THE FLEET ... Naming the 'Sir Bobby Robson' electric Class 91 locomotive by East Coast at Newcastle Central Station are Elaine Holt, Chairman of East Coast; former England and Newcastle United striker Alan Shearer, patron of the Sir Bobby Robson Foundation charity; and Sir Bobby's widow, Lady Elsie Robson. ©East Coast



Daring South West Trains station manager braves firewalk for charity

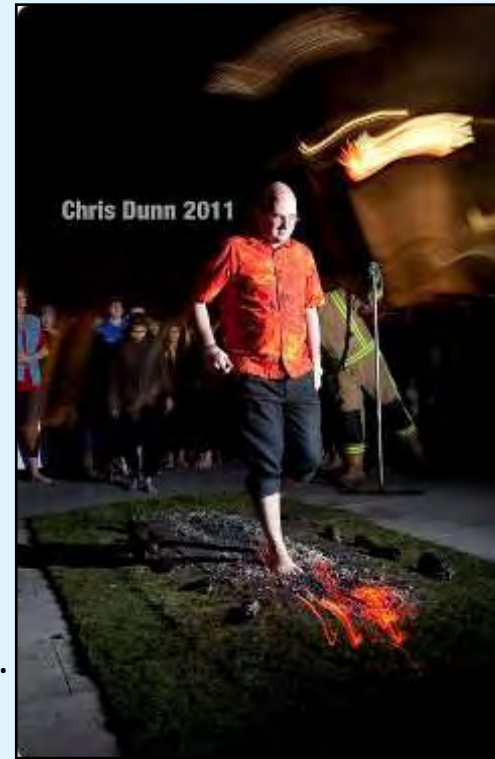
A burning ambition to raise money for Macmillan Cancer Support led to South West Trains' station manager from Farnborough, Jason Murphy, committing to walk barefoot across red-hot embers on Thursday 10th March.

The first-time firewalker, who lives in Alton, put mind over matter to master the firewalk at a charity evening organised by Hampshire Macmillan Fundraising Team. The event, which saw Jason undergo a motivational training session before walking across a scorching five metre trail of fiery embers without experiencing any pain or injury, was held at the Southampton Guildhall.

Commenting on his brave achievement, Jason said: "The firewalk was an amazing experience – and I still find it hard to believe we all came through it totally unscathed. "The thought of raising so much money for such a worthwhile cause, which does so much for people in the local area, was a fantastic motivation to tread into the unknown.

"My motivation came from my daredevil wife, who, despite being in a wheelchair, raised money for Macmillan by going up the mast of a tall ship in her wheelchair!"

Jason Murphy, supported by South West Trains' parent company Stagecoach Group, raised £550 through sponsorship from kind friends, family and colleagues. The proceeds went to Macmillan Cancer Support, providing special services for people with cancer and their families.



Katie Blake, Fundraising Manager for Macmillan Cancer Support commented: "I would like to thank Jason for his courageous endeavours to raise money for Macmillan Cancer Support. The money we raise is for the benefit of people affected by cancer and their family, but it is only possible thanks to the support of such amazing people."

"Next year we plan to hold the Fire Walk in Winchester, so if anyone would like to be take up the challenge please email lmurphy@macmillan.org.uk to register your interest and further details will be available shortly."

It is hoped the event will help to raise an amazing £20,000, which is double the original target, thanks to the 135 hotfooted firewalkers.

Virgin Rail Group shortlisted for West Coast franchise

Virgin Rail Group (VRG) is delighted that it has successfully pre-qualified to bid for the new West Coast franchise which is expected to start in April 2012.

Virgin has a proven track record over the last 14 years of providing better rail services for customers, including the renewal of the entire train fleet and the introduction of a high-frequency timetable. In the last six years alone, annual passenger numbers have doubled from 14 million to over 28 million and Virgin is now delivering industry-leading levels of customer satisfaction.

VRG Chief Executive Tony Collins said: "We now look forward to seeing what the government includes in the tender for the franchise. We intend to submit a very strong bid to retain the West Coast franchise, building on the investment and customer improvements we have made. We have plenty of innovative ideas and look forward to working with local communities along the route, as well as other stakeholders, to develop these plans."

The Invitation to Tender is expected to be published by the Department for Transport in May, with bids due to be submitted in August and a decision on the new franchisee announced in December.

First Great Western names HST to recognise Plymouth University

The 'University of Plymouth' has started providing a vital link for rail passengers across the South West and beyond.

It follows First Great Western naming a high speed train in honour of the University and to recognise Plymouth as a university city.

The ceremony was hosted by First Great Western Managing Director Mark Hopwood at Plymouth Railway Station and among a host of dignitaries attending was the Lord Mayor of Plymouth Councillor Mary Aspinall and Charles Howeson, Chairman of the First Great Western Advisory Board.

Mr Hopwood said: "I'm proud of how closely our community rail partners, local authorities, the University of Plymouth, and First Great Western have worked together to achieve so much across our local branch lines in the past year.

"We're very proud of our close association with Plymouth, employing more than 500 staff in the area, some of whom graduated from the university here, and we hope to continue that very special relationship in years to come."

University of Plymouth Vice-Chancellor Professor Wendy Purcell unveiled the new livery on the First Great Western high speed train to show the crest and name plate. It's made out of aluminum and sits on both sides of the power car. This is the part that people will see as the train arrives at stations in the South West, Wales and London.

Professor Purcell thanked First Great Western for honouring the University. She said: "We are honoured that First Great Western has bestowed such a distinction upon the University and the City of Plymouth. Our rail network acts as a vital connection, bringing thousands of people into the city every day. Now we are taking the good name of Plymouth to the rest of the country!"

Photos: FGW power car 43149 stands at Plymouth station waiting to be named "University of Plymouth on March 3rd, with 43022 on the rear.

© Steve Andrews



New train drivers begin work at First Capital Connect

First Capital Connect (FCC) has recently welcomed thirty new train drivers onto the roster with a graduation ceremony at King's Cross station. The new arrivals are the first batch of sixty new drivers who are going through the largest driver training programme undertaken by the train company. The remainder will qualify by the end of the year, increasing the total complement of FCC drivers to over 600.

FCC's £6m investment in new drivers is part of the company's ongoing attempts to improve services on its routes. Later in the year, the company will unveil new and longer trains as part of the Thameslink Programme.

The new drivers have been trained at King's Cross, on the FCC rail network and at the Driver Simulator Centre at Hornsey, north London. The programme involves a mixture of route knowledge, classroom learning and computer simulator training at the state of the art facility at Hornsey.

They will operate on the Thameslink route (Bedford to Brighton and Wimbledon/Sutton Loop) and on the Great Northern route (King's Cross and Moorgate to Cambridge, Peterborough and King's Lynn).

Neal Lawson, Managing Director at First Capital Connect said: "This is the biggest recruitment for new drivers in FCC's history. Recruits include a former child minder, a champion kick boxer, a qualified ski instructor, an ex-soldier and a former police special constable.

More drivers mean fewer rostering problems and fewer delays and cancellations. This investment goes to the heart of improving our service. By increasing the number of drivers, we will reduce the traditional reliance on rest day working which has affected services in recent years. I hope that passengers will see an immediate, sustainable benefit."



FORMER FLIERS GET ON TRACK

Rail travel is soaring but domestic air demand is on the way down, it has been revealed in the wake of bmi's decision to axe flights between Glasgow and Heathrow. Virgin Trains welcomes confirmation of the switch to rail in findings by the Association of Train Operating Companies (ATOC). Based on a comparison of rail industry figures with data published by the Civil Aviation Authority (CAA), a long-term change in travel patterns has been identified. CAA figures show that between 2006 and 2010, passenger journeys by air between Glasgow and London airports went down by 22.4 per cent, while ATOC information confirms a remarkable 85.8 per cent increase in rail passenger journeys between the cities. Rail's share of the rail/air market between Glasgow and London had been as low as 6 per cent in the early years of the 21st century but has grown significantly since then, reaching 10 per cent in 2006, 12 per cent in 2008, 16 per cent in 2009 and 20 per cent in 2010. "This is great news for the environment as rail is the 'green' way to go," said Katharine Cole, Acting General Manager, Scotland and Cumbria, for Virgin Trains.

"It's also great news for our excellent staff because it proves that their hard work in delivering quality customer service has encouraged passengers to stay with us once they have tried rail instead of air." "With bmi having taken off for the last time between Glasgow and Heathrow, this is a perfect opportunity for even more people to take the train instead. In the two years since we introduced a hugely improved timetable, our trains have become more popular than ever." She added: "With Advance single fares from £18.50 in Standard and from £49 in First Class between Glasgow and London, our trains offer good value as well as good speed between city centres." Virgin operates 13 Pendolino trains a day in each direction between Glasgow Central and London Euston with a typical schedule of 4 hours 32 minutes. For much of the day, there's a train every hour from Glasgow.

LAST BLUE TRAIN TAKES TO THE c2c RAILS

National Express train operator c2c ran a unique event – a special charter train named the 'Last Blue Train' - on Saturday 5 March 2011. The service was organised to commemorate the end of the distinctive blue livery that has adorned c2c trains since 2002. Over the course of the day the 'Last Blue Train' (formed of Class 357227) toured the entire 250 miles of the c2c network - which runs from Fenchurch Street and Liverpool Street stations in the city of London, through South Essex to Shoeburyness.

Julian Drury Managing Director of c2c said:

"We have been overwhelmed with the positive response we've received to the 'Last Blue Train' event. The day went like clock work as we travelled around the entire c2c network, including railway sidings and two depots - places passenger services would never normally travel through. A fantastic time was had by all and I can't think of a better way to celebrate this highly distinctive brand. I'd like to say a very big thank you to all of the c2c staff involved in organising the 'Last Blue Train' event."



The special service was fully-booked almost as soon as it was advertised and what was originally planned as a four carriage train, was doubled in size to eight carriages to meet the exceptional customer demand – with one passenger flying all the way from Sweden to participate. The charter train left London Fenchurch Street at 09.22 and arrived back at 19.34 – having travelled over every stretch of the c2c network, including the rarely used Bow Junction to Gas Factory junction section of track, between Limehouse and Stratford in East London. After the last working on Saturday the 'Last Blue Train' travelled back to East Ham depot in order to receive its smart new livery, completing the transformation of all 74 Class 357 trains in the c2c fleet to the new white livery, as a further step in the evolution of one of the most successful train operating companies in the country.

Thirty c2c staff were involved in planning and running the memorable day out, as part of which they also auctioned a train name plate to raise funds for the 'Little Haven' hospice in Southend. c2c won the inaugural 'Golden Whistle' for the best punctuality amongst all train operators in 2009, with c2c averaging 96.3% - a punctuality record the train operator has since broken. c2c now holds the UK records for the highest annual punctuality by a franchised train operator at 96.7% and the record for any 4 week period at 98.8%. Customer satisfaction with c2c services, measured in the National Passenger Survey in both spring and autumn 2010 was 91%.

Photo: Julian Drury c2c MD, with Scott Ive, Kevin Fraser - Operations Director and Steve Mason, all of c2c with the 'Last Blue Train' at Fenchurch Street station on Saturday evening. © Dominic Lund-Conlon.

NEW STATION LIFTS AND FOOTBRIDGE OPEN AT HOOTON

Three new lifts linked by a stunning new footbridge are now making life a lot easier for passengers using Hooton railway station. All four platforms at the station can now be used by anyone, whether they are disabled, parents with children in buggies, are loaded down with luggage or simply do not want to walk up and down the stairs.

Paid for by the Department for Transport through its Access for All programme, the improvements have cost about £4m. Work started in May last year and the project was expected to take 12 months to complete but has been finished well ahead of schedule. The new facilities were ready for passengers to use at the end of January, which allowed the old footbridge to be demolished last month (February) and the platforms resurfaced where necessary.

Speaking at the official opening, Wayne Menzies, Network Rail's area manager Merseyside said: "I have a long association with Hooton. As well as living about 10 minutes away, my first job was in the works of the engineering company (now the Cane factory) just opposite the Hooton Hotel and my father worked at F E Robinsons across the road for many years, so I know the station well. "I also knew the old footbridge well and while some may think it was a feature of the station, it was built around 100 years ago when the needs of the less able bodied were not taken into consideration. The modern view is completely the opposite of this and the new facilities mean that everyone can now use the station whenever they wish."

Peter Morton, Merseyrail's Finance & Commercial Director, said: "It's great news that Hooton station is now fully accessible for all passengers. Hooton is an important station for Merseyrail as it has a strategic location with easy access from the motorway and a very large carpark. With the recently opened Mtogo, the new footbridge with lifts and the other improvements it is now one of our flagship stations."

Alan Stilwell, Director of Integrated Transport at Merseytravel added "This is a most welcome addition to the station facilities at Hooton. Passengers using this station to get to Liverpool and Chester travel from a wide area including Cheshire and North Wales. Step free access at the station has been on the wish list for well over twenty years and I am delighted to see the new bridge and lifts finally in place. We will continue to work with Network Rail and Merseyrail and also Cheshire West and Chester Council to develop this popular interchange as a major hub of our network."



The steel footbridge has ceramic floor tiles and the aluminium steps to the platforms have non-slip surfaces. Security is provided by an enhanced CCTV and lighting system. New drainage channels have been provided on the platforms, which have been resurfaced and now incorporate tactile paving.

One of the highlights of the work is that it was carried out without any disruption to train services. The old footbridge remained in use throughout and those sections of the new footbridge that had to be lifted in by crane were hoisted over the railway tracks at night when trains weren't running.

The project was delivered by J Murphy and Son Ltd for Network Rail, and they and the sub-contractors working for them have been praised for the way they conducted the work.

London 2012 spectators can buy rail tickets 12 months in advance

Train companies have been working with the Olympic Delivery Authority to offer Games spectators the chance to buy rail tickets a full year in advance, allowing you to book your travel as soon as your Games tickets have been confirmed.

As a Games ticket holder you will be able to buy these 2012 Games train fares through a dedicated website covering all the country's train operators shortly after Games events tickets have been allocated.

As well as travel to London, 2012 Games train fares will be available for travel to and from all other 2012 host cities: Coventry, Newcastle, Glasgow, Manchester, Cardiff and Weymouth, from any National Rail station in Great Britain. The tickets have been designed to be flexible, to enable you to change your ticket should an event be unexpectedly rescheduled, and will allow for discounts, such as Railcards, to be used.

If you're going to an event in London you will get a one-day Games Travelcard with your Games ticket. The Games Travelcard can be used for travel in London Zones 1-9 on the day of the event, allowing you to reach your final destination venue via National Rail or Transport for London services.

Train services will also be boosted to get Games spectators to and from events. Longer trains and thousands of additional services starting earlier and finishing later will be provided, giving you time to enjoy the events, socialise and get home safely.

A special Games train timetable, developed by train companies and Network Rail, will be announced prior to train tickets going on sale.

Benefits of the special 2012 Games train fares for Games ticket holders include:

- Tickets can be booked more than a year in advance and will go on sale shortly after you are notified what event tickets you have been allocated.
- Tickets for trains with non-reservable seats will be valid for any train on the date of travel without restriction. You will be able to return on the date of the ticket and up to midday the following day.
- Tickets for trains with reservable seats will be valid for outward travel on the date and train specified only. The return portion will be valid for travel on services up to three hours later than booked, although your reserved seat will only be available on the train you are booked on.
- If you need to change your journey date or time due to a change in date or time of your event, you will be able to re-book free of charge. If you wish to change your booking for any other reason, you can do so free-of-charge in the first instance plus any difference in fare.
- Discounts will be available for Railcard holders and children.

GB Railfreight signs contract with Wabtec Rail for the movement of Class 320 units

GB Railfreight (GBRf) has signed a contract with Wabtec Rail to carry out a programme of movements for the whole of First ScotRail's fleet of Class 320 electric units in connection with work being undertaken on the trains.

The contract is underway, with the first unit travelling south from Glasgow in February 2011. The work will be carried out on all 22 units, and will be completed by mid 2013.

They will be moved, under their own power, by GBRf's train managers from Shields Road depot in Glasgow to Wabtec's Doncaster facility.

This project builds on the already established relationship between GBRf and Wabtec, with the freight haulier already moving other units to Doncaster for refurbishment. This includes Class 321 units from Ilford, Hornsey and Northampton for Eversholt Rail and Class 313 units from Stewarts Lane in London for Southern.

Phil Amos, market manager for rail services, GBRf, said: "Winning this contract reaffirms the excellent relationship that exists between GBRf and Wabtec, as we seek to be its operator of choice for the movement of rolling stock.

"We believe that GBRf's reliability and flexibility in the provision of these services is key to companies such as Wabtec, and assists in the efficient and reliable delivery of projects to its end customers."

A First ScotRail spokesman confirmed that a Class 320 unit has already travelled to Doncaster as part of its refurbishment programme.

The works involve a heavy overhaul of the Class 320 fleet and the installation of fully compliant TSI PRM toilets and associated equipment.

European sized rail freight to arrive in the UK soon, following successful locomotive trial

DB Schenker Rail (UK) Ltd has taken a step forward in its plans to operate European sized freight trains on High Speed 1 following the successful trial of a class 92 locomotive on the route during the early hours of Friday 25 March 2011.

The purpose of the trial was to assess the signalling systems that had been installed inside the locomotive. This success is a step forward in enabling the larger freight trains that operate in Europe to be conveyed direct into London via the Channel Tunnel and High Speed 1. These trains represents a significant new market for rail and unlocks the ability to increase modal shift from road to rail for cross channel freight.

The class 92 travelled from Dollands Moor near Folkestone and along the High Speed 1 route to Singlewell at Gravesend. This was the first time that a Class 92 locomotive has operated on the High Speed 1 route with its on-board signalling system fully operational. The trial was an outstanding success and marks a significant milestone in a five year project by DB Schenker Rail, working with High Speed 1, Ansaldo STS and Systra, to modify the TVM430 signalling system to enable class 92s to operate on three different infrastructure systems; High Speed 1, Network Rail and Eurotunnel.

The project has been supported with funding from the European Commission's Marco Polo programme.

DB Schenker Rail will now plan another trial with a set of loaded European sized wagons. Once this trial has successfully taken place, regular European sized freight trains will be introduced to operate to and from London.

Alain Thauvette, Chief Executive of DB Schenker Rail (UK) Ltd, said: "This is a very significant milestone. The success of this trial opens up the reality of these larger freight trains travelling from anywhere across Europe on the DB Schenker Rail pan-European network direct into London for the first time. This is the significant key that will unlock modal shift between road and rail on cross Channel operations. I congratulate everyone involved and look forward to the success of the loaded trial, followed by the introduction of regular services."

FASTER TRAINS AND MORE SERVICES FOR YORK STATION – WITH MINIMAL TRAVEL DISRUPTION

Rail passengers in York will have faster and easier journeys after a new track layout is installed at the south end of the station, meaning they will not have to wait on trains to get into a platform.

Work on site at Holgate, south of York, begins this month to provide an additional line and new junction. It is part of a multi-million programme of improvements which will allow faster services and more trains to run on the east coast main line (ECML).

Where once this would have resulted in lengthy delays and cancellations to rail services; close working with train operators has allowed Network Rail to develop a plan which sees few changes to the timetable.

Richard Lungmuss, route director for Network Rail, said: "This is the most significant single investment in the railway in this area since electrification. At the moment trains heading from Leeds to the north east and Scotland conflict with other passenger services, often resulting in trains being forced to stand before they can access a platform. This has been a frustrating bottleneck for many years and this scheme will bring direct benefits to many thousands of passengers as well as being a key part of wider investment to improve the ECML.

"The vast majority of rail services will be unchanged during the works, minimising disruption to passengers while we deliver this value-for-money scheme which will bring real benefits rail users around York."

Engineers from Network Rail have completed ground investigations and compounds will be set up from the start of April 2011. Construction work will begin in April but the first significant site works will be in early May.

There will be some small changes to rail services from 30 July for 12 weeks

On August bank holiday weekend there be significant changes to services while new track layout is installed and some electrification work is carried out. These changes will be publicised in advance. The work will complete in October 2011. Changes to services will be brought in for the December 2011 timetable.

PLANS TO ROLL OUT ELECTRIFICATION GATHER PACE

Plans to electrify major routes including the Great Western to Cardiff are gathering pace as Network Rail issues a tender for machinery and plant to install overhead power lines quickly and efficiently.

The invitation to tender follows last month's announcement by the transport secretary to give Network Rail the go ahead to electrify the Great Western to Cardiff. The announcement comes on top of other confirmed schemes to electrify routes from Paddington to Oxford and Newbury, as well as schemes in the North West between Liverpool, Manchester and Blackpool.

Electric trains offer passengers many benefits, including quicker, quieter, and smoother journeys, as well as being greener than diesel equivalents. Electric trains are also cheaper to procure compared to diesel, and cost less to maintain. Simon Kirby, Network Rail's director, infrastructure projects, said: "Passengers will soon be enjoying the benefits of more modern electric trains on our network. Our plans to install overhead power lines on the Great Western and in the North West are at an advanced stage and this tender marks our commitment to deliver these schemes quickly, efficiently and at a cost that is affordable."

Network Rail is planning to complete electrification on the Great Western to Oxford, Newbury and Bristol by the end of 2016, with the stretch to Cardiff being completed by the end of 2017. Schemes between Liverpool and Manchester should be completed by 2014 and a further scheme to Blackpool by 2016.

The multi-million pound tender will be let under Network Rail's new contracting strategy, enabling a more market-led approach to the project's delivery. The chosen delivery partner will be fully integrated into Network Rail's delivery team to deliver the options and the best solution, creating better value throughout the development, design and delivery process.

The specifications set out by Network Rail in the tender include machinery that adopts the use of construction techniques which minimise disruption and enable Network Rail to carry out most of the work within overnight eight-hour windows.



East Midlands Trains serves up new menu

- Famous Melton Mowbray Pork Pie features on the menu
- New 'Gastro pub' menu launched following feedback from passengers
- Menu features quality products at value for money prices

The famous Melton Mowbray Pork Pie is set to return to the rails with the launch of East Midlands Trains' new First Class menu. Featuring as part of the new 'East Midlands Ploughmans', Dickinson & Morris' award-winning pork pie will sit alongside locally sourced Red Leicester cheese in a meal designed to celebrate local produce.

With dishes priced at just £4.95, the new all-day menu features a range of freshly prepared meals including pork and chicken liver terrine with onion chutney, a premium cheeseburger with potato wedges, nachos with cheese and dips and an Indian platter with raita and mango chutney.

The new all-day menu has been designed following feedback from passengers and East Midlands Trains' on-board staff. As a result of feedback received, the prices have been reviewed to offer better value for money, and reflect the need to have quality, fresh products that can be eaten easily on the move.

Adrian Allen, Catering Manager for East Midlands Trains, explains: "Our breakfast menu continues to be popular, however the feedback received from passengers demonstrated that they were looking for some different options in the food available on our trains during the day.

"Our new 'Gastro pub' type menu completely reflects the views of our passengers and provides a range of options that are great value for money and offer our First Class passengers quality products all freshly prepared by our on-train staff. "We're delighted to be working with local suppliers to our route such as Dickinson & Morris, who are well known for providing premium produce and I'm certain the East Midlands Ploughmans will be a popular choice for many of our passengers!"

Stephen Hallam, Managing Director at Dickinson & Morris Ye Olde Pork Pie Shoppe in Melton Mowbray, commented: "Our town is known as the rural capital of food, so this is a great opportunity for people from across the country to taste authentic Melton Mowbray Pork Pies and other premium produce from the East Midlands. At Dickinson & Morris we are commemorating our 160th anniversary and I could not think of a better way to celebrate our heritage and pride in our pies than having people enjoying our traditional foods as they travel through our region."

The new range of food, available for First Class passengers travelling on weekday services to and from London, will join East Midlands Trains' popular Great British Breakfast, which is now available for a reduced price of £9.95. The new breakfast menu also features a host of other breakfast favourites including smoked salmon and scrambled eggs, bacon or sausage baguettes and, for the more health-conscious passenger, an option of fresh fruit salad or porridge. Breakfast items are available on selected services to London for passengers travelling in First Class and are priced from just £1.50. Passengers choosing to travel in Standard Class will continue to benefit from an at-seat trolley service available on the majority of trains to and from London.

GB Railfreight commissions Electro Motive Diesel to fit air con units

GB Railfreight (GBRf), the UK's most reliable freight haulier, has commissioned Electro Motive Diesel to fit ten of its Class 66s with air con units. John Smith, MD, GB Railfreight, said: "We first trialled the units with Electro Motive in August 2009. The units were well received by our drivers and we subsequently came to an agreement to fit the device in ten of our Class 66s." The Class 66 air conditioning unit provides powerful cooling at 5kW. The benefit of the unit is that it effectively reduces the cab humidity by removing moisture from the air, and maintains the cab temperature to a comfortable level of 21°C, which can be set, and adjusted, by the driver to ensure they have a suitably cool environment to work in on hot days. The system has been specifically designed to fit the constraints of both variants of the Class 66 cab, with parts of the installation in each cab and other parts mounted on the underframe. Features of the unit include a twin fan speed, variable temperature setting and adjustable louvres which allow the cooled air to be directed at both the driver and second man's positions. Duncan R. Scott, MD, Electro Motive UK, said: "The units are part of one of our continued goals to develop a system which creates a marked improvement for drivers in the cabs of Class 66 locomotives."

GB Railfreight launches interhubGB

GB Railfreight (GBRf), the UK's most reliable freight haulier, has launched interhubGB (<http://www.interhubgb.com>) a fully integrated road and rail freight distribution network, linking London and the South East with Manchester and the North West.

Services are run by GBRf and 4Rail Logistics, specialists in logistics and IT platforms, and cater for all volumes, from single boxes to multiple or train loads.

Tim Robinson, commercial director, GBRf, said: "interhubGB is a cost effective and efficient way to move goods around the country. Using GBRf's acknowledged expertise in rail transport and 4Rail's logistics expertise; we believe the new service offers the best in road and rail."

The interhubGB terminal to terminal package offers a single load rail haul between London Barking and Manchester Trafford Park in either direction, Monday to Saturday. The package also provides customers with access to the interhubGB 24 hour operational support office.

Tim Wait, director, 4Rail Logistics, said: "We also offer an extended service, which can include 40' or 45' containers and road collection and delivery. Both packages provide a cost effective, reliable and sustainable way to distribute goods." interhubGB also offers connections with Europe via the intermodal hub at Dourges, near Lille, with a daily connection to Daventry. The new service forms part of the European strategy GBRf has been developing since its acquisition by Eurotunnel last year.

GBRf held a launch at the Russell Railfreight Terminal, Barking, on Wednesday 23 March, which was attended by around 100 key people from the industry and press. GBRf named its loco 66731 "interhubGB" to mark the start of the new service and MD John Smith gave a speech before guests were provided with a container loading demonstration, lunch and entertainment.

Northern launches Mobile Surveillance Vehicle to help combat crime on the railway

Northern has launched a Mobile Surveillance Vehicle that will roam our network, aimed at reducing crime on trains and in and around our stations.

The Mobile CCTV Surveillance Vehicle was introduced following an initial trial, and will be used by our Rail Response Team officers. The vehicle is equipped with four state-of-the-art CCTV cameras, with 360 degree viewing and recording capability.

It will be used to cover large-scale events, such as football matches, as well as routinely patrolling stations and car parks where no CCTV is currently available. This will be in response to a reported or potential crime or to act as a deterrent to anyone considering committing a criminal act.



Gary Stewart, Safety and Assurance Director for Northern, comments: "We wanted to deliver a totally flexible solution for our business; with over 460 stations it is not possible, nor necessary, for us to install CCTV at all of these locations. The Mobile Surveillance Vehicle allows us to undertake much more surveillance work, provide further support to British Transport Police and provide our employees and customers with a higher level of reassurance."

Detective Chief Inspector Malcolm McKinnon, of British Transport Police, said: "The introduction of the mobile CCTV vehicle will provide British Transport Police with another evidential tool to tackle problematic and criminal behaviour on the railway.

"We welcome any initiatives or equipment which aids in the policing of the railway and would like to reassure passengers and rail employees alike that BTP and Northern will continue to work in partnership to keep them as safe as possible."

View from the Outside

My month was a good one train-wise because Andy and I went to Brussels in Belgium on the Eurostar, so in Andy's words "I hit line speed at 186".

I felt like I was going backwards in an aeroplane at night however because when we were on our way there, we had backwards seats. I always feel sick on a plane, and it was dark in the tunnel so we could have been in the sky for all I knew.

We also had backwards facing seats on a table on the way from York to London and I felt sick then but we had forward facing seats on the train from London to York.... and I still felt sick. I never used to feel sick on trains!

Apart from the sickness though I would recommend it and I got through most of my book on the 8 hours of travelling altogether that weekend.

The Eurostar was nice and cosy, more cosy than I expected given that it has the name 'star' in it to be honest.

In August Andy and myself are off to Spain by train, travelling through France which will take ages but it will be worth it.

It should be an interesting, fun train adventure so keep a watch out for that article in September or October, depending on when we get back!

Anyway back to this month, and one Sunday Andy took me out and told me to pick a place in a train book, I told him I would pick somewhere rubbish and to pull over and pick himself, but he wouldn't listen and we ended up somewhere where the trains do not run on a Sunday! I warned him! And now I am warning you, never ask me to pick anywhere! But we ended up at a place called Lotherton Hall, with no trains and a lot of birds to photograph instead.

Can some one please let me know if you know how to cure train sickness, now I am getting older my poor stomach can't take it. Andy says sticking my head out of the window might help, but there all sealed up.

Until next month, happy training. If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk

MINISTER OF STATE FOR TRANSPORT OPENS £1m TRAIN DRIVING SIMULATOR

The Rt. Hon Theresa Villiers MP, Minister of State for Transport visited National Express East Anglia's (NXEA) training academy on 10 March to officially open the company's new £1m train driving simulator.

NXEA employs 800 train drivers and this latest simulator - built by Krauss Maffel Wegmann (KMW) - increases to three the driving simulators based at the training academy, which are integral to the successful training and familiarisation package for all of the company's train drivers who operate train services on routes from London Liverpool Street and throughout the East Anglia region.

This latest simulator will assist in the training and development of the 300 NXEA train drivers who currently operate train services on the West Anglia route to destinations such as Bishop's Stortford, Cambridge, Harlow Town and Stansted Airport where NXEA are introducing new trains later in the Spring. Rail Minister Theresa Villiers said: "The railways have seen unprecedented growth in recent years and we want this to continue. Training the next generation of train drivers is important if we're to continue to deliver the efficient services passengers need. This new simulator will ensure the train drivers of tomorrow are well prepared and able to carry the thousands of passengers that use the network every day to their destinations."



Freightliner selects Barloworld Handling in £multi-million contract

The £multi-million contract demonstrates Freightliner's continued investment and commitment to offering a premium service to its customers. Phil Bastow, managing director of Barloworld Handling in the UK says "We are delighted to provide Freightliner with an unbeatable combination of world class materials handling equipment, comprehensive nationwide service support and multi-site fleet management". The new Freightliner fleet includes Hyster ReachStackers, Hyster empty container handlers and Terburg terminal tractors. All machines are supplied on a long term contract and fitted with Barloworld's innovative new Fleet Management system allowing Freightliner to view key performance reports online. Barloworld Handling will also provide planned maintenance for the equipment with 24/7 nationwide service response.

John Smith, Director of Production at Freightliner Ltd, commented "Our inland terminal network and associated equipment clearly differentiates the Freightliner product from other rail borne offerings in the market and is key to our position as market leader." "Freightliner recognises the value of continual investment to ensure our customers receive the highest standards possible. The new handling equipment compliments a recent £8 million investment in new cranes at two of our terminals in addition to the introduction of 30 wagon trains utilising our new PowerHaul locomotives. We are dedicated to ensuring our customers receive the highest standards of efficiency and reliability throughout every process of the supply chain."

After a detailed evaluation process, Freightliner chose Barloworld Handling due to its outstanding ability to provide intelligent nationwide service. "Our terminal operations need reliable, productive container handling equipment at all times" confirms John Smith. "Barloworld is a national company with a great deal of experience in providing support to terminal operations and when combined with our investment in modern Hyster equipment we are convinced we will get the productivity and reliability we need from the fleet". Freightliner moves 20% of all intermodal containers that enter the UK's deep-sea ports, providing trunk rail services between these ports and 15 strategically placed inland railports. Freightliner provides their customers with the complete logistics package moving customers' containers on the first or last leg of a worldwide voyage. Operating over 100 daily services Freightliner's trains can carry up to 75 containers in a single journey, which require dependable handling equipment for quick and efficient transfer at each terminal. "Planned maintenance and rapid engineering response is essential to ensure equipment availability and to help Freightliner meet its customer commitments" Phil Bastow adds. "It is rare to have spare container handling equipment in port and terminal operations to fall back on, which is why Barloworld is committed to a 98% uptime benchmark for the fleet." Barloworld Handling is the exclusive distribution partner for Hyster equipment in the UK and provides superior support, advice and value added services through its network of 1,000 support staff including 500 engineers nationwide.



The Nosh Report

Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This month I have been travelling round Yorkshire and was reminded of a family run business that sells top quality sandwiches and cakes at very reasonable prices

They are called Cooplands, and have plenty of shops in South Yorkshire and North Nottinghamshire. Most shops also have a hot food side where you can get sausage rolls, pasties, pies etc.

Also worth remembering is that they prepare nearly all their all fresh food in store so don't go in the late afternoon and be shocked when they have sold out and the shelves are almost bare.

I have pulled a couple of ad's from their website, to give you an idea and it is worth keeping looking at their website for all the latest offers.

On a separate note, the on station Pumpkin outlets have some good offers on chocolate bars and crisps at the moment, so before you go and buy from one of the vending machines that seem to be popping up everywhere, just have a look in.



Most of them as well as having sandwiches already pre-packed, will also make your choice whilst you wait, so if you have any peculiar tastes, give them a try!

The range of cakes that can be bought is to say the least extensive, and there are always special offers on something so it is worth checking in store.

Open hours are the usual 9am to 5pm Monday to Saturday. I don't think that any of their stores are open on a Sunday, but I could be wrong!

As I always say, if you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

steve.roberts@railtalkmagazine.co.uk

Stephen W Roberts

British sports stars given helping hand by Virgin Trains

Thursday 24th March, saw the launch of a newly named Virgin Train - the first in a programme rolling out across the country. 'Alison Waters' left London Euston at 09:00 with her name sake on board and was welcomed by Virgin Trains' and Alstom staff on arrival into Manchester shortly after 11:00. Alison Waters is the British National Squash Champion 2010 and ranked number five in the world.

The Virgin Trains sponsorship initiative, which is supported by Alstom who built and maintain Virgin's Pendolino train fleet, 'Supporting British athletes', enables a number of sportsmen and women to attend training camps; key competitions and championships up and down the country. With the numerous events happening in the run up to the 2012 Games and Glasgow 2014 the ability to train and take part in competitive events is an important part of these athlete's careers. Alison, whose training heartland is the Manchester National Squash Centre, is the first of the 2014 Games' hopefuls to reap the benefits of this sponsorship and will this year be taking part in: British Grand Prix; World Open Squash 2011 and Women's World Team Championship in 2012.

Alison travels regularly between her home in Southgate, London and Manchester and said: "I am so excited to be launching a train named after me! This normally happens to Royalty! On a more serious note the Virgin Trains sponsorship allows me to travel freely to my training ground - a real help in these tough times and something that I hope will give my career chances a real boost."

Natasha Grice, 2012 Games Co-ordinator at Virgin Trains, said: "We think it's fantastic that Alison has agreed to have one of our trains named after her. We really hope that it will spread the message of her career quest across our network but also that it will raise awareness of the great lengths our top athletes have to go through in order to realise their sporting dreams."

Roy Sullivan, Alstom Transport UK's Mainline Operations Director said: "Alstom is delighted to support this initiative with Virgin Trains. We identify with the determination and commitment needed by the athletes to deliver top performance and wish Alison well for the exciting challenges ahead."



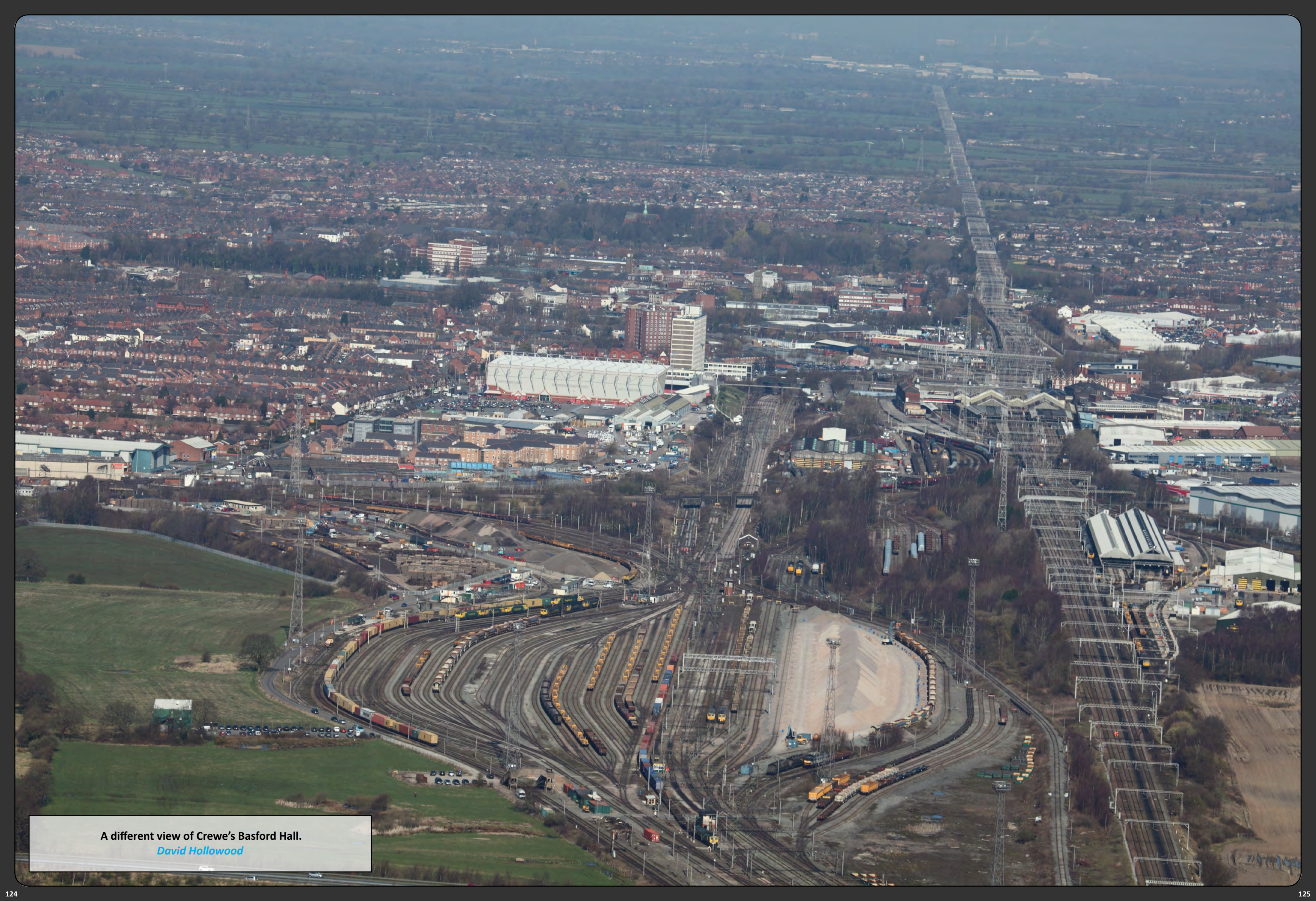
A Different View



A sad sight this month is the scrapping of several Class 56 locomotives sent from Crewe Diesel Depot. This is Class 56 109 making its one way trip to Thompsons at Stockton. [Richard Hargreaves](#)



Through the trees, a Virgin Voyager heads northwards through Greenholme in the Lune Gorge on March 23rd. [David Hollowood](#)



A different view of Crewe's Basford Hall.

David Hollowood

Llangollen Railway



GWR Steam Railmotor
Great Western Steam Railmotor No. 93 emerged from an 18 year restoration project on March 20th at the Llangollen railway. Seen here at Glyndyfrdwy.
Phil Battersby

Too good not to have a second look at!
Great Western Steam Railmotor No. 93 at the Llangollen railway on March 20th
Phil Battersby



Crewe Heritage Centre

Charity open weekend
On March 12th, Class 37 108, 37 683 and 40 088
line up for the camera at Crewe Heritage Centre.
Richard Hargreaves



Open Wide! The nose of the APT-P Class 370 006 is seen in the unusual open position on March 12th. [Richard Hargreaves](#)



In preparation for a main line test later in the week, BR Standard Class 7 No. 70000 "Britannia" outshopped in BR Black, is placed into light steam at the Heritage Centre on March 13th. *Brian Battersby*



Severn Valley Railway

D1013 under overhaul
A view of the partly stripped loco undergoing overhaul. This is the
"A" end as seen from the cab looking into the centre of the loco.
Richard Hargreaves



Kirkby Stephen East



Above: A look along the recently laid trackwork at Kirkby Stephen East. [Alan Usher](#)
Below: The Peckett is seen under repair at Kirkby Stephen East on February 2nd. [Alan Usher](#)



KIRKBY STEPHEN EAST

“Stainmore 150” Events in 2011

During 2011, there will be a full programme of events held in Kirkby Stephen and the local community.

Saturday / Sunday 23rd / 24th April 2011 Classic Commercial Vehicle Rally

Saturday 4th June 2011 Model Railway Show

Sunday 19th June 2011 ‘Steam Gathering’ with special guest - Mrs Sheila Dibnah

Sunday 3rd July 2011 Classic Car Rally

Bank Holiday Weekend 27th - 29th August 2011

‘Stainmore 150’ - a 3 day festival to mark the 150th anniversary of the opening of Kirkby Stephen East

We have recently been delighted to hear that we have received a grant of £33,400 from the Heritage Lottery Fund towards the cost of organising our programme this summer.

Details are now almost finalised, and they will now include:

A series of exhibitions in Kirkby Stephen during June, July and August.

A Festival over the August Bank Holiday weekend, 27-29th August 2011, based at Kirkby Stephen East to mark the 150th Anniversary of the first passenger train in 1861. This will also witness the first passenger train to depart from the station since closure almost 50 years ago.

A series of presentations held in a number of local communities over the winter months (October 2011 - March 2012).

Various steam locos will be visiting KSE during the weekend of 27-29th August including 78019.

For upto date information please log onto

<http://www.stainmore150.co.uk/> or <http://www.kirkbystepheneast.co.uk/>



Above: Ivatt 2MT No. 46480 reaches the summit on the Stainmore line, August 29th 1952. [Ian Pearsall](#)
Below: Kirkby Stephen East as seen on August 9th 1964. [Alan Usher](#)



Above: Ivatt 4MT 2-6-0 No. 43105 is seen at Kirkby Stephen east in 1965. [Alan Usher](#)
Below: Belah Viaduct, what a view!! Taken on August 29th 1952. [Ian Pearsall](#)





British Rail 'Standard' BR 4MT 2-6-0 No 76024 heads over the summit westbound, on July 20th 1956. *Ian Pearsall*



Above: Has the signal cleared, the driver of a DMU checks ahead. *Alan Usher*
 Below: Inside the shed at Kirkby Stephen East. *Alan Usher*



Join The *Class 58 Locomotive Group* and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise



C58LG
 Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
 Visit Our Website www.c58lg.co.uk
 for all the upto date news on 58016!

East Lancashire Railway

ELR March Diesel Event

Class 50 008 leads 50 015 towards Ramsbottom on March 5th,
Class 50 008 was not too well on this gala, the engine seemed to idle ok
but shut down when powering. [Paul Godding](#)





Above: With Class 37 518, leading 37 901 is seen on the rear of a working to Rawtenstall passing Class 121 Bubble Car No. W55001 in the siding at Ramsbottom. [Paul Godding](#)
 Below: Another look at Class 50 008 "Thunderer" which started the weekend in fine form leaving Bury heading for Rawtenstall, however after several engine shutdowns Thunderer became silent. [Richard Hargreaves](#)



Above: The ever popular Class 47 No. D1501 stands at Bury Bolton St. on March 5th. [Paul Godding](#)
 Below: Class 37 901 and 37 518 pair up for a lively trip along the line to Rawtenstall. [Richard Hargreaves](#)



Highlight of the gala was the appearance of Hanson Traction / Colas Rail Class 56 312 "Artemis" seen here running round its train at Rawtenstall on March 5th. [Richard Hargreaves](#)



East Lancashire Railway



ELR DMU Theme Day
On March 19th, and for the first time in ages some sunshine,
Class 121/122 (known as Bubble & Squeak) combination passes
Irwell Vale heading for Ramsbottom. [Class47](#)



Class 101 DMU Nos. 51192 and 56352 are seen in the sunshine at Bury on March 19th. [Paul Godding](#)



Above: Class 108 No. M51562 pauses at Ramsbottom whist heading for Rawtenstall. [Richard Hargreaves](#)
 Below: Class 121/122 combo Nos. W55001 and E56289 approach Irwell Vale on March 19th. [Paul Godding](#)



Above: Derby-built Class 108 "power-twin" Nos. 51562 and 51922 heads past Burrs with a Rawtenstall - Heywood working. [Brian Battersby](#)
 Below: Class 121/122 Gloucester - Pressed Steel combination passes Burrs on March 19th. [Brian Battersby](#)



West Somerset Railway



Spring Steam Gala

Above: British Railways (BR) Standard Class 7 No. 70000 "Britannia" is seen departing Crowcombe Heathfield on March 24th. [Steve Andrews](#)

Below: On March 19th, during the West Somerset Railway's Spring Steam Gala, ex GWR '2800' 2-8-0 No. 2807, normally based at the Gloucestershire & Warwickshire Railway, passes Bicknoller with the 1200 Minehead to Bishops Lydeard service. This locomotive, originally built in 1905, is the oldest steam loco in private hands in the UK. [Jonathan Gill](#)



Above: SR 4-6-0 "King Arthur" Class No. 30777 "Sir Lamiel", passes Kentsford, between Watchet & Washford, with the 1000 Bishops Lydeard to Minehead service. [Jonathan Gill](#)

Below: GWR King No. 6024 "King Edward I" and British Railways (BR) Standard Class 7 No. 70000 "Britannia" are seen at Castle Hill during the recent WSR Spring Steam Gala, March 26th. [Jonathan Gill](#)





RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



The A1 Steam Locomotive Trust
New Steam for the Main Line

Tornado Maintenance Update

The A1 Steam Locomotive Trust advise that work continues at DB Meiningen on repairs to Tornado's firebox. All replacement stays are in place with over half of the final welding required now completed. The replacement firebox side platework has been drilled and fitted, with the vast majority of welding completed in this area. Focus has now turned to the four foundation ring corners, where full replacements are being made in order to finish the repairs ahead of the hydraulic test which will be needed once all of the work has been completed.

At the National Railway Museum in York work on planned winter maintenance is on schedule with reassembly works now commencing and due to be completed by the end of March in time for the boiler's return. To this end, it is essential that the frame, wheels, cylinders, motion and all the numerous parts of the platework that have been removed are cleaned and ready for refitting.

The repaint of Tornado into BR Brunswick Green livery continues with the exterior of the tender complete and focus now on the locomotive's wheels, frames, cab and boiler cladding. Much of this work can be done by relatively unskilled volunteers and so the Trust is appealing for those who can help to contact chris.walker@a1steam.com. Anybody with experience of painting on metal would be particularly useful.

Meanwhile work continues at Darlington Locomotive works on Tornado's new support coach, although with the locomotive at York taking precedence, progress has been somewhat limited. In recent days volunteers and contractors have completed the under seat heaters and installed them along with thin galvanised steel liners to the under seat spaces which are required to meet fire resistance regulations. This was originally achieved by asbestos which had to be removed at considerable expense early in the project. The fan assisted heaters for the kitchen, guard's compartment and workshop have been acquired and will be piped in shortly and the components to form the air ducting for the cooling radiator of the Fischer Panda generator have been manufactured.

Once Tornado's boiler has been reunited with its frames it will be quickly followed by an in-the-frames steam test and the rapid re-assembly of the locomotive. Tornado will then conduct both light engine and loaded test runs in early May before being made available for traffic. It is now planned that Tornado's return to service, and first main line passenger train in her new Brunswick Green livery will be on Thursday 26th May with 'The Cathedrals Express' for Steam Dreams from London to Bath & Bristol. Tornado will then take up a comprehensive programme of tours and heritage line visits in diverse locations from Edinburgh to Plymouth and Carlisle to Canterbury. The Trust has apologised to its customers over Tornado's lack of availability before this date and is sorry to have disappointed so many of Tornado's passengers.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:
"Although the problems with Tornado's firebox are part of learning about the locomotive in today's operational environment, they are a source of great disappointment to all of Tornado's supporters and customers and our customers' passengers. We continue to work as hard as we can to bring Tornado back to full health and onto the main line in May as planned."

The Trust would like to take this opportunity to thanks the National Railway Museum for making their facilities available, DB Meiningen for its rapid response to the firebox issues and all of Tornado's supporters for their patience, generosity and understanding.

Spa Valley Railway



Spa Valley Railways resident 'Ugly' Class No. 62, meets a Uckfield bound Class 171 at Eridge on March 25th. [Matt Price](#)

Bo'ness and Kinneil



On its last day before heading home to the Severn Valley Railway, Class 37 906 is seen on the 1600 Bo'ness - Manuel Junction, the third and last run, seen here on the up climb before Birkhill Station, March 27th. [Robert Duff](#)

Eureka Centre, Halifax



The Eureka Centre in Halifax is home to this Hunslet 0-4-0 diesel shunter, works no. 2641, built in 1941 and numbered Class 02 641. [Class47](#)



The Eureka Centre in Halifax is also home to this Mk 2c Tourist Second Open built 1969 No. 5524. If only Northern had a loco hauled service, a rake of these would look superb. [Dave Harris](#)

Barrow Hill



Above: Under repair at Barrow Hill on March 19th, was DRS Class 57 011. [Brian Battersby](#)
Below: Ex Freightliner and still in old First Great Western livery was Class 47 811. [Brian Battersby](#)



Above: Still with us, just, but now well stripped is Class 56 040 or whats left of it. [Brian Battersby](#)
Below: Such a shame to see this loco going for scrap, looks like there will be no reprieve for it now. [Brian Battersby](#)





With both cars now at Barrow Hill for restoration, lets hope that 2-BEL unit No. 3051 is soon in tip top condition. [Brian Battersby](#)



The Journey Shrinkers, the shape of things to come but not a HST in sight at Kings Cross in 1978. Fascinating photo with two Deltics, a Class 47 and two Class 31s in the photo, plus a train to Aberdeen that departs at 22.15. Oh how we have progressed! [Derek Elston](#)



Above: Class 31 290, 31 294, 31 116, 31 184, 31 268, 31 250, 31 276, 31 135, 31 531, 31 219, 31 547, 31 205, 31 182, 31 181, 31 187, 31 403, and 31 553 await scrapping at Toton on June 26th 1996. [Paul Godding](#)
 Below: Class 31 255 and 31 201 head through Stafford with a ballast working bound for Bescot on February 14th 1998. [Paul Godding](#)



Above: Class 108 DMU Nos. E54004 and E53045 are seen at Leeds on August 12th 1985 in the then South Yorkshire transport livery of chocolate and cream. [Derek Hopkins](#)
 Below: Mainline liveried Class 37 216 heads along the sea wall at Dawlish on August 5th 2003. [Richard Hargreaves](#)





Above: Class 40 128 is seen being dismantled at Doncaster on July 31st 1983. [Derek Elston](#)
 Below: Class 86 231 "Starlight Express" arrives into London Euston in 1985. [Derek Elston](#)



Above: Class 37 696 and 37 671 head through Newport on February 1st 1997. [Paul Godding](#)
 Below: In 1848 the London & South Western Railway opened the Fareham and Cosham Railway, including a brick viaduct designed by Joseph Locke and named Wallington Viaduct, after the river which flows into the north west creek section of Portsmouth Harbour. On 03 January 1998, a Connex South Central short lived service from Brighton to Bournemouth formed of a 4-VEP unit crosses the viaduct in its yellow/grey livery. The line today is used very frequently by three different train operators plus occasional stone freight traffic. [David Mead](#)





Above: Class 31 166 is seen stabled at Manchester Victoria on September 12th 1986. *Derek Hopkins*
 Below: Class 08 944 is seen on station pilot duties at Paddington in 1985. *Derek Elston*

Above: Class 37 404 was the first 37/4 to be cut at the then Wigan CRDC which was at the time the main scrapping area for locomotives. *Dennis Falcon*
 Below: Class 37 258 and 47 430 arrive onto Crewe Depot, date unknown. *Brian Battersby*





Above: TDB968009 formerly Class 24 142 stabled at Worcester, June 17th 1978. [Derek Elston](#)
Below: Class 24 082 departs Crewe on March 11th 1978. [Derek Elston](#)



Above: Class 37 013 is seen stabled at Carlisle on July 30th 1999. [Paul Godding](#)
Below: Class 47 225 heads through Cardiff with just one van, date unknown. [Brian Battersby](#)





Class 25 067 is pictured at Wolverhampton Low Level on 30 June 1984 with a selection of vintage stock. The station was closed to passengers in 1972 and completely in 1981. The main building is grade 2 listed and remains as part of the redevelopment of the area. [Chris Morrison](#)

The Back Page

Thanks for reading this issue,
see you again next month.



First Transpennine Express Class 185 120 approaches Windermere with a service from Oxenholme on February 27th. [Charlie Robbins](#)